

supported by the other Treaty Powers in so just and reasonable a demand.

I have the honour to be, Sir,
Your most obedient servant,
R. M. GRAY,
Chairman.

His Excellency H. O. Bax-Francis, H.B.M.'s
Charge d'Affaires, Peking.

Hongkong General Chamber of Commerce,
Hongkong, July 18th, 1899.

Sir,—I have the honour to transmit to you for the information of His Excellency the Governor, Copy of a letter addressed by this Chamber to His Excellency Mr. H. O. Bax-Francis, Her Britannic Majesty's Charge d'Affaires at Peking, under this date, on the subject of the differential duties accorded by the Hoppo or Superintendent of Native Customs at Canton on junk-borne cargo to the detriment of the Steamboat Companies engaged in trade on the Canton River.

I have the honour to be, Sir,
Your most obedient servant,
P. CHATFIELD WILCOX,
Secretary.

Hon. J. H. Stewart Lockhart, C.M.G., Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 22nd July, 1899.

Sir,—I am directed to acknowledge the receipt of your letter of the 18th inst., forwarding a copy of a letter addressed by the Chamber of Commerce to Her Britannic Majesty's Charge d'Affaires at Peking on the subject of the preferential duties accorded by the Hoppo at Canton on junk-borne cargo, and to state that His Excellency the Governor has been advised of the Chamber's representations and has concluded to a satisfactory settlement of this important question.

I have the honour to be, Sir,
Your most obedient servant,
J. H. STEWART LOCKHART,
Colonial Secretary.

The Secretary, Chamber of Commerce.

OPIMUM CONCEALMENT ORDINANCE,
Hongkong General Chamber of Commerce,
Hongkong, 20th July, 1899.

Sir,—I beg leave to acknowledge receipt of your letter of the 8th and 18th inst. respectively, the former enclosing draft of a Bill entitled "An Ordinance for the prevention of the concealment of opium on board steamships" for consideration by this Chamber, the latter requesting an early answer thereto.

I am now instructed to say in reply, that the Committee think the Bill will meet the case, and that it will be sufficient to make its provisions applicable to steamers only.

The statement in paragraph 2 of the objects and reasons appended to the Bill fairly represents the views of the Chamber on the subject.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATFIELD WILCOX,
Secretary.

To Hon. J. H. Stewart Lockhart, C.M.G., Colonial Secretary.

THE OPIMUM BILL,
Hongkong General Chamber of Commerce,
Hongkong, 20th July, 1899.

Sir,—I beg leave to acknowledge receipt of your draft (No. 6) of the 15th ult. enclosing draft of a Bill entitled "An Ordinance to further amend the Opium Ordinance, 1899," for the consideration of the Committee, and also of your letter of the 3rd inst. asking that an answer to the first might be returned as soon as possible.

With reference to the latter, I am instructed to express the Committee's regret at the unavoidable delay that has taken place in the consideration of this measure, the importance of which and the possible consequences of certain of its clauses having necessitated very searching inquiries.

I am now directed to offer the subjoined observations on the Bill:—
1.—Section 2. The wording of this section is somewhat obscure, and its provisions are open to grave objections, as they would, if enforced, render business in other than Bengal opium impracticable. Importers are obliged to open cases of Malwa, Persian, and Turkey drugs, and give samples varying from 2 to 6 taels in weight according to quality, for the purposes of boiling and testing before the Malwa is divided into various grades of soft, hard, and old of different qualities and values, and no sale can be effected without first giving intending buyers an opportunity of testing the drug to ascertain its value, which varies in some cases as much as \$50 per chest.

2.—Section 3, amending section 9 of Ordinance 22, making provision for the establishment of bonded warehouses. The opium merchants strongly urge that the practice followed in Shanghai be adopted here, substituting, however, the merchants' godowns in Hongkong for the hulks at the Treaty Port, the merchants giving similar bonds to that required in Shanghai and conforming to like regulations to those in force there.

3.—Section 4. The Committee are of opinion that the second sentence of paragraph 1 of this section should be omitted. They submit that it is wholly unnecessary, and it retained would give the Opium Farmer, himself a large export, an unfair advantage over the merchants by placing it in his power to delay their shipments.

4.—Paragraph 2 of Section 4. The Committee strongly recommend the omission of this clause in its entirety. When in their letter of the 12th August, 1899, they suggested that "the Government should give its consideration to the formulation of some other scheme which will not only provide an effective check on the import of the drug, but will trace it also to consumption or exportation, they did not intend to convey the idea that the collection of the duties should be undertaken by the Government.

For the Government to undertake such a task would not only be unnecessary, but it would lead to troublesome complications and prove vexatious to the merchants. In illustration of this assertion, I may mention that much of the opium imported, although it may not be specifically stated on the bill of lading, is really shipped for optional delivery at Hongkong or Shanghai, and the consignees here, if they wish the shipment to be continued on to the latter port, notify the carriers and pay the difference in freight. This opium, then, of course, is manifested for Hongkong, and would have to be entered again in the Shanghai manifest. Besides these optional shipments, there would be the usual local shipments to Shanghai. At that port the duty is paid by the native dealer and not by the importer, and when the goods go into consumption locally, if the opium is required elsewhere, the dealer merely has to transship it, and the consignee pays duty at port of destination. "Supposing the duty to be payable here, the merchant would instead of the native dealer, be called upon to pay duty every chest shipped from this port, and consequently, in the steamers, and as opium is usually retained in storage for months and even occasionally for years, the amount paid on this account would soon accumulate. Moreover, opium on which duty had been paid here might be lost or the passage to the Government decided to enforce the payment of this duty, such action could not fail to divert a considerable portion of the trade from Hongkong. The Committee are of opinion that such a measure is necessary for the Government to consider.

an effective check on the smuggling of opium, is to establish bonded warehouses for the storage of the drug, making use, as previously mentioned, of the opium merchants' godowns as far as possible, and to keep an account of all opium actually discharged. In Hongkong, furnishing the representative of the Chinese Imperial Maritime Customs with particulars of all permits issued for the export of opium.

5.—Paragraph 3 of Section 4. To require the weight of the opium to be specified appears to be needless seeing that the duty is charged by the Imperial Maritime Customs, by the chest, and also to point out that the name of the consignee cannot always be stated as bills of lading are negotiable documents and are frequently made out to order.

6.—Section 5. The foregoing objections apply equally to the inclusion of the words "weight" and "name of consignee" in this section. I am further instructed to draw attention to the penalty—"imprisonment for a period not exceeding six months with or without hard labour"—which is proposed to subject masters of vessels for failure of omission to report arrival, which the Committee consider to be unreasonable. Finally, I am to suggest the deletion of the concluding words of this section, viz.: "and such opium may be forfeited," as being irrational.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATFIELD WILCOX,
Secretary.

SUBSIDIARY COINAGE QUESTION,
Colonial Secretary's Office,
Hongkong, 25th July, 1899.

Sir,—With reference to previous correspondence on the subject of subsidiary coinage, I am directed to transmit to you for the information of the Chamber of Commerce a copy of a report by the Committee appointed by His Excellency the Governor to enquire into the matter.

Mr. Whitehead, who was also a member of the Committee, did not sign the report, but his view may be gathered from the enclosed copy of a minute written by him on the original draft report.

I have the honour to be, Sir,
Your most obedient servant,
(Sd.) J. H. STEWART LOCKHART,
Colonial Secretary.

The Secretary, Chamber of Commerce.

Hongkong, July, 1899.

Sir,—We have the honour to report for His Excellency's information that we have discussed the question of Subsidiary Coinage and have passed the following resolutions, viz.:
(1) That an ample supply of Hongkong subsidiary coin be always kept in the Colony; and
(2) that, in view of the fact that Hongkong subsidiary coin is the only legal tender, restriction or prohibition of the import of subsidiary coin from the Canton Mint is unnecessary, and, in our opinion, impracticable.

We have, &c.,
(Sd.) A. M. THOMSON,
" T. JACKSON,
" J. THURBURN,
" R. M. GRAY.

The Honourable, The Colonial Secretary, &c.

MINUTE BY MR. WHITEHEAD,
What is the weight and fineness of Canton coinage? If inferior should any recommendation be made? I agree to the Resolutions but think we should go further.

(Sd.) T. H. WHITEHEAD.

Hongkong General Chamber of Commerce,
Hongkong, 25th July, 1899.

Sir,—I beg to acknowledge receipt of your despatch of this date, forwarding for the information of this Chamber, a copy of the report by the Committee appointed by His Excellency the Governor to enquire into the question of the subsidiary coinage, and which shall be laid at once before my Committee.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATFIELD WILCOX,
Secretary.

Hon. J. H. Stewart Lockhart, C.M.G., Colonial Secretary.

Hongkong, 10th August, 1899.

R. C. WILCOX, Esq.,
Secretary.

"Hongkong General Chamber of Commerce,
Dear Sir,—With reference to the Colonial Secretary's letter 25th ult. to you re the Report signed by four of the five members of the Committee appointed by His Excellency the Governor to enquire into the question of the subsidiary coinage, and which shall be laid at once before my Committee.

"Mr. Whitehead, who was also a member of the Committee, did not sign the Report but his views may be gathered from the enclosed copy of a minute written by him on the 'original draft Report.'"

I beg to enclose, for the information of the Chamber a copy of my letter of 31st ult. to the Hon. A. M. Thomson, Chairman of the Committee on Question of Subsidiary Coinage together with a copy of his reply. So far I have not received any further communication from the Government on the subject.

Yours very truly,
(Sd.) T. H. WHITEHEAD.

Hongkong, 31st July, 1899.

Dear Thomson,—In my letter of 15th inst. I said that I desired to be supplied with a memorandum showing the annual productions of subsidiary coins, detailed of the Canton Mint 1889 to 1898 inclusive. I further asked for copies of the Ordinances and Orders in Council now in force regulating legal tender money in the Colony, and if possible an estimate of the total amount of subsidiary coins now in circulation in the Colony including Straits, Japanese and China pieces.

In your letter in reply you inform me that you had sent these requests on to Government but that you did not think the answer would affect the Report.

So far I have received no answer to the above applications and I shall be much obliged if you will kindly inform me why no answer has been furnished. I require same to enable me to send in a Report.

In a minute dated 18th inst. to the draft Report you then sent round I wrote: "What is the weight and fineness of Canton coinage? If inferior should any recommendation be made? I agree to the Resolution but think we should go further, but so far have received no reply to my queries and I am at a loss to understand the course of action, which you have elected to follow in the matter."

Yours very truly,
(Sd.) T. H. WHITEHEAD.

Hon. A. M. Thomson, Chairman, Committee on Question of Subsidiary Coinage.

Treasury,
1st August, 1899.

Dear Whitehead,—I sent on all your requests to Government, and will pass on your letter of yesterday as a reminder.

Four members of the Committee having been satisfied that the enquiry was complete, and you having had an opportunity of signing the Report there was no option but to send it on to Government.

Yours very truly,
160 A. M. THOMSON.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

Before the Hon. W. M. Goddard (Acting Chief Justice).

August 18th.

THE HIGHWAY ROBBERIES.

There were three indictments against Kwan Po, viz:—

1. Larceny from the person.

2. (a) Robbery, together with one or more persons; (b) larceny from the person.

3. (a) Robbery and using personal violence (b) larceny from the person.

The second indictment was taken first and prisoner pleaded "not guilty."

The jury was composed of Messrs. A. M. Barados, R. M. Cardoso da Cunha, J. A. Rombach, G. S. Webb, A. Forbes, J. Wicheil, and J. W. Cumming.

The Hon. H. E. Pollock (Acting Attorney General), instructed by Mr. Bowley (Acting Crown Solicitor), prosecuted. He said prisoner was charged on the first count with robbery from Mrs. Pastewsky and on the second with stealing the same property mentioned in the first count, a piece of gold chain, from the person of Mrs. Pastewsky. To find prisoner guilty on the first count the jury would have to conclude that some violence was used; but in regard to the second count it would be quite sufficient to warrant a conviction if they found him guilty of stealing the chain, with or without violence.

With regard to the facts of the case, Mrs. Pastewsky, lived at West End Terrace, and at about a quarter to six in the evening of the 21st July she was taking her usual evening walk on the road below her house—Lower Richmond-road—and when about a minute's walk from her house and going west she became aware of a man, whom she identified as the prisoner, walking abreast of her right hand and staring at her. Prisoner then went on and she lost sight of him for a time, but shortly afterwards she heard some one coming quickly, and then prisoner caught her by the collar of her dress, pulling her down so that she fell backwards on to the ground and hurt herself considerably, as she fell on a sharp jagged stone; prisoner caught her by the throat with one hand and with the other snatched at her watch chain.

During the struggle the chain snapped and prisoner jumped up and went away, being joined by another man when he had gone 20 paces. During the time prisoner was leaping on complainant he was face to face with her, his face made a strong impression on her, and on the 4th August she picked him out of a number of Chinamen at the Central Police Station without any hesitation whatever.

Mrs. Pastewsky gave her evidence in German, Mr. Lammet acting as interpreter. She said that three or four Chinamen, who were working at the matched sand, heard her scream and must have seen all that took place, but they paid no attention.

Evidence was also given by Mr. M. J. Alvarez, who went to Mrs. Pastewsky's assistance, and Inspector McLennan.

Prisoner, who had no questions to ask, again said he was not guilty, as he was not in Hongkong on the date in question.

The jury found prisoner guilty on the first count.

In regard to the first indictment—the theft from Mrs. Chun Yut—prisoner pleaded "guilty."

In regard to the third indictment—the robbery from Miss Mary Carroll—he pleaded "not guilty."

The following composed the jury:—Messrs. T. F. A. Bune, A. C. da Silva, J. W. Osborne, T. McKay, Isidor Silbermann, F. G. Willford, and R. D. Hickie.

The Hon. H. E. Pollock stated that on the 29th April, Miss Carroll covered her bicycle along the Kent's-road with her two small brothers. On the way she stopped to speak to some Chinese ladies and her brothers went on. On Miss Carroll resuming her ride she suddenly saw three Chinamen on her right-hand side, one of them came forward and stopped her bicycle, then the other two came up. Prisoner then dragged her off her bicycle to the side of the road. One of the men covered her mouth with his hands, but she had the opportunity of seeing prisoner clearly. He bracelet was dragged off and an attempt was made to pull off her ring; but before her assistants could get to her, in doing this they took alarm and went away. Complainant noticed two gentlemen coming round a corner, and she complained to them but they did not appear to take the matter seriously and told her to ride home on her bicycle, she then met an Indian constable, who took her as far as the Union Church. Subsequently she picked prisoner out of a number of Chinamen, as the man who dragged her off her bicycle.

Evidence having been called, the jury found the prisoner guilty on the first count.

His Lordship sentenced prisoner to three years' imprisonment and to receive twenty lashes with the birch rod for robbing Mrs. Pastewsky, and to a year's imprisonment for each of the other offences, the sentences not to run concurrently.

A DISHONEST CONSTABLE.

Tung Hon, recently employed as a constable in the Police Force, was charged on the first count with larceny from the person and on the second with larceny. He pleaded "not guilty."

The jurors were, E. Ezra, J. W. Kew, D. M. Langland, W. F. Bamsey, Leopold Lambotte, S. E. de Luz and W. K. Tew.

Prisoner was told off on special duty on Bowen Road in consequence of the recent highway robberies, but instead of protecting the public he visited an old sampan and stole a watch and a pair of trousers, and stole some money from him.

Evidence having been led, the prisoner was found "guilty," and sentenced to nine months' imprisonment. His Lordship taking a lenient view of the case.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by correspondents in this column.]

WANTED—MUSIC.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—Having lived in Hongkong for the last six months, and being a lover of music, I have regularly attended the Friday night performances of the R. W. F. Band at the Officers' Mess, in the hope of hearing some popular or operatic music, such as is played by military and any other bands in any other part of the world. I must say that up to the present I have been disappointed. During the many performances I have attended, the R. W. F. Band has never played a single bar of operatic or popular music of a popular description. Why is this? It is because the programme is chosen by the officers, the bandmaster having no say in the matter, or can it be that the band is incapable of playing anything but rubbish, which I don't think is the case.

Let us hope that the officers will be a little more considerate in the selection of future programmes and give us a more popular selection, which I am sure will be greatly appreciated, and looked forward to by the music-loving community including—

Yours faithfully,
N. L. DESPERANDUM.

Hongkong, August 16th, 1899.

VICTORIA RECREATION CLUB.

AMENDMENT OF RULES.

Last night a general meeting of the members of the Victoria Recreation Club was held in the gymnasium at their Club-house for the purpose of confirming the resolution passed at a previous meeting, Capt. Haunting, R.N., being unavoidably absent, Mr. Saunders was elected to take the chair.

The Chairman said that he did not intend to make any comments on the resolution as the meeting was only called either to reject or confirm the following resolution: the confirmation of which he wished to propose: If within one month of a ballot taking place two-thirds of the balloting committee shall consider that through an error in the ballot or through a misapprehension a candidate has been refused admission they shall order a fresh ballot which shall supersede and in every respect take the place of the ballot previously taken.

Mr. J. Haunce seconded and the resolution was confirmed unanimously.

THE TUNG WAH HOSPITAL.

A PROPOSED EXTENSION.

In view of the increasing population of the Colony and the Hinterland, the Directors of the Tung Wah Hospital, with the approval of its members, have decided to erect a new building as an extension, on a site opposite the present hospital, situated in the Tai Ping Shan road. Through the kindness of His Excellency the Governor (Sir Henry Blake) a site has been granted by the Secretary of State on condition that the Chinese community were to subscribe sufficient funds to put up the building within a period of eighteen months from the date of the grant. In this building it is proposed to set aside a special apartment for midwifery, which is urgently needed, considering the high mortality amongst infants and mothers. His Excellency the Governor has kindly subscribed \$50 as an encouragement and it is to be hoped that the Chinese community will come forward freely and liberally with their subscriptions.

If sufficient funds are forthcoming the Directors intend also to put up a permanent building at Kennedytown for the treatment of plague patients, the present mat-sheds being considered unsafe in case of fire or typhoon.

The estimated cost of the above two buildings will be about \$50,000.

A new mortuary estimated to cost \$6,000 is also to be erected.

The Directors are going round personally to solicit subscriptions.

FLEET SAILING RACES.

The fleet sailing races, under service rig, which could not be finished while the ships were at Wei-hai-wei, were held at Kormloff on 21st ult. The results were as under:—

PINNACES.

Aurora..... 1
Victorious..... 2
Undaunted..... 3

LARGE CUTTERS.

Undaunted..... 1
Iphigenia..... 2
Victorious (first large)..... 3

SMALL CUTTERS.

Iphigenia..... 1
Centurion..... 2
Barfleur..... 3

GIGS AND WHALERS.

Centurion..... 1
Barfleur..... 2
Barfleur..... 3

SKIFFS.

Centurion..... 1
Barfleur..... 2
Barfleur..... 3

The following table shows the number of wins of each ship:—

Centurion..... 1st and 3rd
Iphigenia..... 1 0 0
Undaunted..... 1 0 0
Aurora..... 1 0 0
Barfleur..... 0 2 0
Victorious..... 0 1 1
Barfleur..... 0 0 2

BELLEVILLE BOILERS.

The Hull Mail Gazette of the 21st ultimo, contains a strong article against the employment of Belleville boilers in our Warships, quoting from the Standard, Daily Chronicle, and Daily News correspondents on the different ships engaged in the extensive naval manoeuvres round the British coast. The main defects are that the boiler cannot safely be used with sea-water, so that, if the condensing apparatus should fail, the ship would be crippled; the inequality of smoke emitted is enormous, which, as urged by an Admiral of the Fleet to a regular pillar of fire, clearly shows up their position to sea-fight miles away. The other defect is coal consumption. While the Jupiter, a first class battleship fitted with cylindrical boilers, was using 36 tons, the Arrogant and Furrow, a little more than a third the size, consumed sixty and sixty four respectively. The Gazette closes its very able article by asking the pertinent question, what does the Admiralty intend to do?

MUD-FLAT NORTH.

(From Our Own Correspondent.)

TIENTSIN, August 9th.

A dy has appeared in our column, as usual. We were all just settling down pleasantly to the assurance that the alliance was going strong, when down swoops a rumour that it has all been knocked on the head by the indiscretion of the two special envoys, etc., etc. Mind you, this is only a rumour, and I have not been able to verify it yet. It has been caused by the publication in the C. N. Daily News of a Peking telegram dated July 31st. I have very good reason to believe that if the envoys have been recalled and are in disgrace, it is the hand of an enemy that hath done it. If any, which occurs, in the final ratification of the agreement mark Jung Lu as the man responsible for it, and note that I have prophesied it. To suppose that two men as keenly alive to their own interests as Liu and Ching certainly are should ruin their prospects for the sake of a little cheap notoriety is absurd unless they were secretly in the pay of Jung Lu for that special purpose, and I have not so far been able to gather that they are. Someone in their train may be or someone else who secretly went over about the same time. It is moreover absurd to say that the Japanese refused to deal with such men, as in cases of agreements requiring such secrecy as this one did, Japan would be prepared to negotiate with men of unofficial importance, besides which they were well known to Count Ito, and there were moreover Japanese representatives over here, who could and would have objected to such men being sent if necessary. No; if a hitch has really occurred in the negotiation, it must have been elsewhere, and my belief is that Jung Lu was not water-tight, and the alliance has not been laid in, fearing the

Shipping.

Arrivals.

PARRAMATTA, British steamer, 2,840 A. Symons, 18th Aug.—Shanghai 15th Aug. Mails and General.—P. & O. S. N. Co. MAIDZURU MARU, Japanese steamer, 667; S. Negata, 18th Aug.—Tamsui 13th Aug. and Swatow 17th, General.—Mitsui Bussan Kaisha.

EIDSVOLD, Norwegian steamer, 2,295, P. Schuler, 18th Aug.—Moji 9th Aug. Coals.—Order.

HONGKONG, French steamer, 847, Batian 18th Aug.—Haiphong 15th Aug. and Hoibow 17th, General.—A. R. Mart. PROPONTIS, British str., 1,390, R. Crawford, 18th Aug.—Cebu 13th Aug. General.—Heung Sing Steamship Co.

LYEEMOON, German steamer, 1,238, G. Heuermann, 18th Aug.—Canton 17th Aug. General.—Stemson & Co.

HERMES, Norwegian steamer, 849, J. C. Jensen, 18th Aug.—Canton 17th Aug. General.—C. E. & M. Co.

ZWEENA, British steamer, 940, J. H. Nesbitt, 18th Aug.—Sourabaya 9th Aug. Sugar and General.—Chinese.

Clearances at the Harbour Office.

Express, French steam-launch, for Haiphong. Kwai Lum, British steam-launch, for Wuchow. Wuchow, British str., for Wuchow. Pinesay, British str., for Shanghai. Choyang, British str., for Shanghai. Irene, Chinese str., for Shanghai. Nanyang, German str., for Swatow. Kiangnan, British str., for Canton.

Departures.

Aug. 18, Bengal, British str., for Shanghai. Aug. 18, Wittenberg, Ger. str., for Singapore. Aug. 18, Hsi Ping, Chinese str., for Canton. Aug. 18, Taihuo, British str., for Bangkok. Aug. 18, Manila, British str., for Singapore. Aug. 18, Nanyang, British str., for Shanghai. Aug. 18, Nanyang, Ger. str., for Canton. Aug. 18, Irene, Chinese str., for Shanghai. Aug. 18, Choyang, British str., for Shanghai.

Passengers Arrived.

Per Maidura Maru, from Hongkong, 43 Japanese. Per Propontis, from Cebu, 2 Europeans, and 43 Chinese. Per Parramatta, from Shanghai, for Mr. Henry Scott, for Colombo—Capt. and Mrs. Mocker, 2 infants and European nurse (Miss Williams). For Hongkong—Mr. and Mrs. Allanson, infant, and 2 European servants. Messrs. Tong and Max Griggiz.

SHIPPING REPORTS.

Captain Crawford of the steamship Propontis, from Cebu, reports:—Fine weather throughout the passage.

NOTANDA.

CALENDAR.

AUGUST.
Meteorological means based on fifteen years' observations to 1895.

Barometer..... 29.755
Thermometer..... 81.0
Humidity..... 83
Rainfall..... 13.482

TO-DAY.

On date at On date at
Barometer..... 29.81 29.76
Temperature..... 78 83
Humidity..... 70 87
Rainfall..... 0.56 —

TO-DAY.

Friday, 18th August, 1899.
Chinese—13th of 7th moon of 25th year of Kwang-shi.

Sun—Rises..... 5hr. 39min.
Sets..... 6hr. 38min.

Moon—Max. Dis. S. 8hr. p.m.
High water—Morning..... 5hr. 20min.
Afternoon..... 5hr. 30min.
Low water—..... 1hr.

Intimations.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*IDZUMI MARU	VICTORIA, B.C. and SEATTLE.	THURSDAY, 24th August, at 4 P.M.
M. J. Curnow	U.S.A., via Kobe and YOKOHAMA.	
HITACHI MARU	MARSEILLES, LONDON & ANTWERP.	THURSDAY, 24th August, at 4 P.M.
J. B. Murray	SEATTLE, PORT SAID, PANAMA, COLONBO and PORT SAID.	
KASUGA MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 25th August, at 4 P.M.
E. W. Haswell	NAGASAKI, KOBE and YOKOHAMA.	SATURDAY, 26th August, at 4 P.M.
FUTABA MARU	HAMA.	THURSDAY, 31st August, at Noon.
HAKUAI MARU	VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI.	FRIDAY, 1st September, at 4 P.M.
M. Nishimura	KOBE and YOKOHAMA.	THURSDAY, 31st August, at Noon.
HIROSHIMA MARU	BOMBAY, via SINGAPORE and COLONBO.	FRIDAY, 1st September, at Noon.
S. Yoshizawa	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PANAMA, COLONBO & PORT SAID.	THURSDAY, 7th September, at 4 P.M.
MILKE MARU		
S. Kawamura		
WAKASA MARU		
J. B. Macmillan		

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 17th August, 1899.

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Railways and Tramways, Plant and Rolling Stock, Carriages and Wagons, Wheels, Axles and Axle combined, Permanent Bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Docks and metal structures, Steam Launches and Steamboats, Scaffolds and Steam Engines, Druggists.
CONTRACTORS FOR Constructing and Working Railways and Tramways.
M. Oppenheimer & Co., Paris.

EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion

is the most natural and most effectual remedy in the world for all phases of Throat and Lung Diseases. It stops coughing, relieves local inflammation, overcomes the excessive wasting of the system, and gives flesh and strength. Its many uses in building up the system are due to its remarkable nourishing properties. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 10 CENTS PER BOX.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA: WATKINS & CO., 40, QUEEN'S ROAD, CENTRAL, HONGKONG.

SERRAVALLO'S FERRUGINOUS QUININE

THE GREAT AUSTRIAN TONIC

OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying of great STRENGTH-GIVING PROPERTIES and of the same time being of an EXQUISITE TASTE.

Sole Agents for Hongkong: A. S. WATSON & CO., Hongkong, 1st September, 1899.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS: NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Vogtlander and Solms' CELEBRATED OPERA GLASSES.

MARINE GLASSES and SPYGLASSES. Nos. 54 & 55, Queen's Road Central.

THE UNDERSIGNED AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 28th May, 1899.

THE UNDERSIGNED AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

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SIEMSEN & Co., Hongkong, 28th May, 1899.

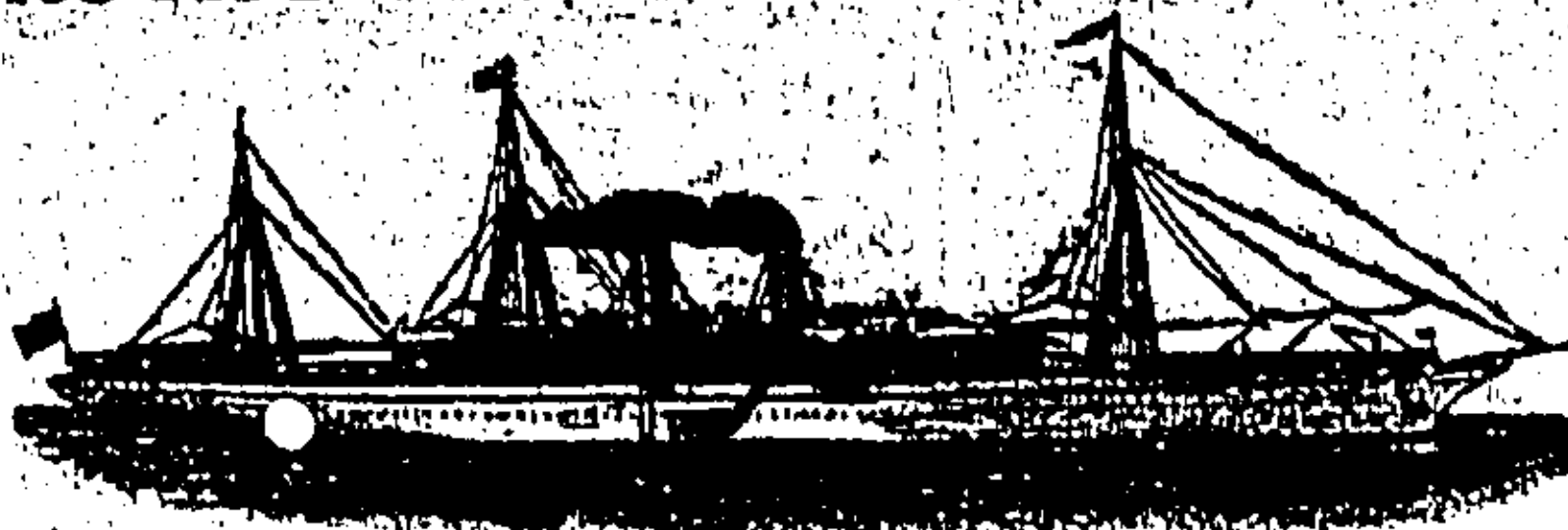
THE UNDERSIGNED AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 28th May, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 30th Aug., 1899.

EMPRESS OF JAPAN, Comdr. G. D. Howles, R.N.R., WEDNESDAY, 27th Sept., 1899.

EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 25th Oct., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missions, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, "Padder's Street."

Hongkong, 9th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 29th Aug., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Sept., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

THE Steamship "AMERICA MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th August, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of OVERLAND RAIL ROUTES from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missions, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received at Office until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 7th August, 1899.

MITSUBI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHWANG and all Ports in JAPAN.

Agents: Milki Coal Mines, Ohmura Coal Mines, Kanada Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan Cotton Cleaning and Wre Co., Shanghai, Onoda Cement Company, Japan, Kanagawa Cotton Spinning Mill, Japan, The Nippon Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan, Toyoko Cotton Spinning Mill, Japan, Toyoko Cotton Spinning Mill, Japan.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in duplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to WODWELL & CO., LIMITED, General Agents.

Hongkong, 17th August, 1899.

FOR NEW YORK, THE 3/4 A.M. American Ship

"CHALLENGER,"

shortly expected from MANILA, will load here for the above port, and will have quick despatch.

For further particulars apply to WODWELL & CO., LIMITED, General Agents.

Hongkong, 17th August, 1899.

Mails.

NORDEUTSCHER LLOYD.

(Freight Service.) (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

(East Atlantic Service.)

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
ALESIA	HAVRE and HAMBURG.	About 10th September.	Freight.
Kauth	(LONDON with transhipment in HAMBURG)	About 20th September.	Freight.
NURNBERG	HAVRE and HAMBURG.	About 30th September.	Freight.
SUEVIA	(LONDON with transhipment in HAMBURG)	About 10th October.	Freight.
Förck	HAVRE and HAMBURG.	About 20th October.	Freight.
*SAVOIA	(LONDON with transhipment in HAMBURG)	About 30th October.	Freight and Passage.
Jäger	(LONDON with transhipment in HAMBURG)	About 10th November.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

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U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 7th Sept., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Friday, 27th October, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 7th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of OVERLAND RAIL ROUTES from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missions, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 12th August, 1899.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA.

Thyra 3,406 about Sept. 11

Belgian King 3,379 about Oct. 11

Carmanthenshire 1,299 about Nov. 11

THE Steamship

"THYRA,"

will be despatched for SAN FRANCISCO and SAN DIEGO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 11th September.

Through Bills of Lading issued to any point in the United States will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information apply to the Agency of the Company, Queen's Building.

HONGKONG, 10th August, 1899.

NORDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

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PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

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PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$30 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,

Apply to

W. STUART HARRISON,

Manager.

Hongkong, 18th January, 1898.

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THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually supplanting injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms of disease of the bone, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, violence, in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on a red ground affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

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For Sale.

NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S"

ACCOUNT OF THE

1899 RACE MEETING

with TABULATED STATEMENTS OF PLACED and UNPLACED PONIES, JOCKEYS and OWNERS.

PRICE 10 CENTS.

Only a limited number printed.

Send Orders early to

The Share Market.

LATEST QUOTATIONS.

(August 18th)

Banks.

Hongkong and Shanghai Banking Corporation

—37 1/2 per cent. premi.

The Bank of China & Japan, Ltd.—(Preference)

nominal.

The Bank of China & Japan, Ltd.—(Ordinary)

2 1/2 buyers.

The Bank of China & Japan, Ltd.—(Deferred)

6 1/2 buyers.

National Bank of China, Ltd.—\$24 buyers.

Do. —\$24 buyers.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$250

buyers.

China Traders' Insurance Co., Limited—\$62.

North China Insurance Co., Ltd.—Tls. 100.

Yangtze Insurance Assoc. Ltd.—\$117 buyers.

Canton Insurance Office, Ltd.—\$140.

Straits Insurance Co., Ltd.—\$61.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$312.

China Fire Ins. Co., Ltd.—\$384.

Shipping.

Hongkong, Canton, & Macao Steamboat Co.,

Limited—\$32.

Indo-China Steam Navigation Company, Ltd.

—\$71.

China and Manila S.S. Co., Ltd.—\$91.

Douglas Steamship Co., Ltd.—\$59.

China Mutual S. N. Co., Ltd.—(Preference)—

\$40 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—

\$40 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—

\$43 buyers.

Star Ferry Co., Ltd.—\$17.

Refineries.

China Sugar Refining Co., Ltd.—\$160.

Luzon Sugar Refining Co., Ltd.—\$55.

Mining.

Punjab Mining Co., Ltd.—\$11.

Do. Preference Shares—\$2.

Société Française des Charbonnages du Ton-

kin—\$230.

Qilein Mining, Limited—\$60.

Telegraph Mining and Trading Co., Ltd.—\$144.

Raub Allain Gold Mining Co., Ltd.—\$60.

Oliver's Freehold Mines, Ltd.—(A) \$3.

Oliver's Freehold Mines, Ltd.—(B) \$62.

Great Eastern and Caledonian Gold Mining

Co., Ltd.—\$350.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$50

buyers.

Hongkong and Kowloon Wharf and Godown

Company, Limited—\$93.

Wanchai Warehouse and Storage Co., Ltd.—\$45.

New Amoy Dock Co., Ltd.—\$16.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.

—\$10.

Hongkong Land Investment and Agency Co.,

Ltd.—\$107.

Kowloon Land and Building Co., Ltd.—\$291.

West Point Building Co., Ltd.—\$364.

Hongkong Hotel Co., Ltd.—\$130.

Humphrey's Estate and Finance Co., Ltd.—

\$11.

Miscellaneous.

Green Island Cement Co., Ltd.—\$34.

China-Borneo Co., Limited—\$10.

A. S. Watson & Co., Limited—\$17.

Hongkong Electric Co., Limited—\$144.

Hongkong and China Gas Co., Ltd.—\$30.

Co. Fenwick & Co., Ltd.—\$189.

Hongkong Rope Manufacturing Co., Ltd.—\$189.

Hongkong Ice Co., Ltd.—\$13.

Hongkong High-Level Tramways Co., Ltd.—

\$145.

Dairy Farm Co., Limited—\$51.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$12.

Bell's Asbestos Eastern Agency, Limited—\$1

nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$3.

Hongkong Cotton Spinning, Weaving and

Dyeing Co., Ltd.—\$75 sellers.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 67.

International Cotton Mfg. Co., Ltd.—Tls. 75.

Laau-kung-mow Cotton Spinning & Weaving

VISITORS AT THE WINDSOR HOTEL.

Mr. C. Benedict.

Mr. C. B. F. Lark.

Mr. C. B. F. Lark.

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Beede.

Mr. H. F. R. Brayne.

Mr. P. B. B. F. Lark.

Mr. P. B. B. F. Lark.

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